

PMOC MONTHLY REPORT

Honolulu Rail Transit Project

City and County of Honolulu

Honolulu Authority for Rapid Transportation (HART)

Honolulu, HI

February 2014 (REVISED FINAL)

PMOC Contract Number: DTFT60-09-D-00012

Task Order No. 2: Honolulu Rail Transit Project

Project No: DC-27-5140

Work Order No. 1

OPs Referenced: OP 1 and 25

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Length of Time Assigned: Five Years (November 18, 2009 through November 17, 2014)

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1.0 EXECUTIVE SUMMARY

1.1 Project Description

- **General Description:** The Project is a 20-mile-long elevated fixed guideway rail system along Oahu's south shore between East Kapolei and Ala Moana Center. The Project will include 21 stations. The alignment is elevated, except for a 0.6-mile at-grade portion at the Leeward Community College station. The Project is planned to be delivered in four guideway segments.
 - Segment I (West Oahu/Farrington Highway) – East Kapolei to Pearl Highlands (7 miles/7 stations)
 - Segment II (Kamehameha Highway) – Pearl Highlands to Aloha Stadium (4 miles/2 stations)
 - Segment III (Airport) – Aloha Stadium to Middle Street (5 miles/4 stations)
 - Segment IV (City Center) – Middle Street to Ala Moana Center (4 miles/8 stations)
- **Length:** 20 miles
- **No. of Stations:** 21
- **Additional Facilities:** Maintenance and Storage Facility and parking facilities
- **Vehicles:** 80 vehicles
- **Ridership Forecast:** Weekday boardings – 99,800 (2020); 114,300 (2030)

1.2 Project Status

- A final hearing in the Honolulutraffic.com v. FTA case regarding the Supplemental Environmental Impact Statement (EIS) /Amended Record of Decision (ROD) issues was held on February 6, 2014. On February 18, 2014, the Court of Appeals ruled in favor of Department of Transportation (DOT), Federal Transit Administration (FTA) and the City and County of Honolulu on all issues appealed by plaintiffs. Following the Court of Appeals ruling, the District Court ruled in favor of DOT, FTA and the City and County of Honolulu on all pending issues. The injunction on Section 4 was then terminated.
- Primary construction activities planned for the next 60 days include:
 - West Oahu /Farrington Highway (WOFH) Design-Build (DB) Contract – Utility relocations; construction of drilled shafts and columns; fabrication of precast segments. Precast facility became operational in February 2014.
 - Kamehameha Highway Guideway (KHG) DB Contract – Utility relocations; method and test shafts
 - Maintenance and Storage (MSF) DB Contract – Clearing and grubbing; mass grading of site is complete; tensar geogrid for stabilized soil slope; utility installation
- The following table presents the status of the current design and construction contracts:

Contract	Contractor	Contract Value	Expended	Status
WOFH DB	Kiewit Infrastructure West Company (KIWC)	\$556.7M	\$203.6M	Utility relocations; construction of drilled shafts and columns; design activities are ongoing; precast facility became operational in February 2014
KHG DB	KIWC	\$378.8M	\$88.6M	Utility relocations; method and test shafts; design activities ongoing
MSF DB	Kiewit/Kobayashi Joint Venture (KKJV)	\$225.2M	\$61.2M	Clearing and grubbing; mass grading of site; installing retaining wall; design activities ongoing; tensar geogrid for stabilized soil slope
Core Systems Contract (CSC)	Ansaldo Honolulu Joint Venture (AHJV)	\$602.9M	\$55.4M	Interim design activities ongoing.
Airport Guideway and Utilities Design	AECOM	\$39.8M	\$28.8M	Pre-FD activities ongoing
City Center Guideway and Utilities Design	AECOM	\$44.4M	\$17.4M	Pre-FD activities ongoing
Farrington Station Group Design 1 & 2	HDR/HPE, Inc. URS	\$12.2M	\$9.0M	HDR submitted final drawings for Farrington Station Group; URS is currently working on Final Design (FD) to combine drawings for West Oahu/Farrington Station Group and Kamehameha Station Groups into one construction contract.
West Oahu Station Group	URS	\$7.8M	\$5.7M	Pre-FD activities ongoing
Kamehameha Station Group Design	Anil Verma Associates, Inc.	\$8.7M	\$7.2M	Pre-FD activities ongoing
Airport Station Group Design	AECOM	\$10.1M	\$6.8M	Pre-FD activities ongoing
Dillingham and Kaka'ako Station Group design	Perkins & Will	\$18.3	\$2.5M	Definitive design activities ongoing
Elevators and Escalators	Schindler Elevator Corp	\$50.9	\$0M	PE activities started for West Loch and Waipahu Stations

HART has established design review milestones according to the following stages of design development:

- (1) Definitive Design or Preliminary (PE) – Intended to verify that the concepts proposed meet HART Concept Documents (or provide substantiated reason for change), and to verify that design complies with the Contract requirements.
- (2) Interim Designs – Intended to resolve conflicts and unresolved comments from the Definitive Design and prior to Final Design. Workshops, meetings and “over-the-shoulder” reviews facilitate interim design reviews by HART.
- (3) Pre-Final Design (FD) (90% design)
- (4) Final Design (100% design)

The following table provides a summary of Design Percent Complete on all contracts provided for the project:

Item	Contract Number	Final Design Contracts	Contractor/Consultant	Percent Complete
1	DB-120	WOFH	KIWC	96%
2	DB-320	KHG	KIWC	95%
3	DB-200	MSF	KKJV	98%
4	DBOM-920	CSC	AHJV	35%
5	FD-430	Airport Segment Guideway and Utilities Final Design	AECOM	80%
6	FD-530	City Center Segment and Utilities Final Design	AECOM	60%
7	FD-140	West Oahu Station Group (WOSG)	URS	95%
8	FD-240	Farrington Highway Station Group (FHSB) 1 & 2	HDR/URS	95%
9	FD-340	Kamehameha Highway Station Group (KHSB)	Anil Verma	95%
10	FD-245	Pearl Highlands Parking Structure/Bus Transit Center	Pending [Note: GEC 2 completed 10% drawings. HART is to issue a DB contract during which design will be completed.]	10%
11	FD-440	Airport Station Group Design	AECOM	85%
12	FD-600	University of Hawaii (UH) West Oahu Park and Ride/Ho'opili Station Design	URS	10%
13	FD-550	Dillingham & Kaka'ako Station Group Design	Perkins & Will	25%
14	MI-930	Elevators and Escalators	Schindler	1.5%

The Total Design Percent Complete is approximately 60.0% as of December 2013. Final Design work and engineering activities are still proceeding on all other contracts that have been awarded to date.

1.3 PMOC Issues or Concerns

The following key issues or concerns have been identified:

- Project Controls
 - Budget – HART began transmitting the updated cost estimate to the PMOC for review. However, there are several contract packages for which the revised engineer's estimate exceeds the Full Funding Grant Agreement (FFGA) budget. HART and its consultants are reviewing these estimates, developing mitigation strategies, and will be revising the estimates accordingly. The biggest concern is the revised engineer's estimate for the Airport and City Center Guideway and Utilities contract, which is considerably higher than the FFGA budget. This revised estimate will not be available until late March or mid-April 2014. The PMOC requested HART to provide a comparative analysis of the differences between the two estimates.
 - Schedule – HART anticipates submitting an updated Master Project Schedule (MPS) in March 2014 for PMOC review. HART received the revised CSC baseline schedule from Ansaldo on February 17, 2014 and is reviewing the schedule.

- Contingency – HART’s current assessment indicates a balance of uncommitted contingency of \$428 million. However, this does not take into account information from the contract package estimates that are under revision.
- The PMOC has emphasized the need for HART to revisit both its primary and secondary mitigation measures. HART engaged their new General Engineering Consultant (GEC) and Construction Engineering and Inspection (CE&I) consultants to see if they have any new ideas that have not been considered for primary or secondary mitigation. PMOC and HART held a breakout session in February 2014 to discuss these measures. HART must still develop robust secondary mitigation strategies. It is anticipated that a risk refresh workshop would be held in April 2014, once a review of the updated MPS and project cost estimate is complete.
- HART must execute a license agreement with the Department of Hawaiian Home Lands (DHHL) for the MSF on the Navy Drum Site. A Consent to Construct is in place. The license agreement was approved by City Council in August 2013 and is awaiting final execution. HART is awaiting confirmation from DHHL that license agreement has been executed.
- Hawaii Department of Transportation (HDOT) appointed Brendon Eshenour as the State Oversight Agency (SOA) Project Manager (PM). Mr. Eshenour attended the January 2014 HART Monthly Progress Meeting. The PMOC met with the new HDOT SOA PM on February 10, 2014. The SOA representative is planning to attend HART Monthly Progress Meetings, pending his availability.
- HART intends to build an interim park-n-ride facility at the University of Hawaii West Oahu Station. This facility will be in use until the developer completes the structure over the Kaloι Channel that allows for access to the permanent location of the park-n-ride facility. HART is evaluating the issue of either using federal funds or local funds to build the interim facility. However, the PMOC has cautioned HART about the use of federal funds to build an interim facility that will be replaced by a permanent facility constructed using federal funds. Clarification by HART on the use of funds for this work is needed. It is not known how long the interim facility will be in use before the permanent facility can be constructed. UH-West Oahu intends to use the interim facility for campus parking after HART no longer has need for the facility. The PMOC will follow up with HART regarding this issue during the March 2014 Monthly Meeting.
- The Navy and HART continue to meet to discuss the Pearl Harbor Station. New Navy Policy requires monetary compensation for property acquisitions, easements and administrative costs. The Navy is looking for fair market value for all property acquisitions. These additional costs were not anticipated by HART. HART began evaluating potential cost and time impacts. HART indicated that Navy staff is agreeable to considering a waiver regarding the new Navy Policy requiring monetary compensation for property acquisitions, easements and administrative costs. HART sent a letter in December 2013 requesting a waiver regarding the new Navy Policy requiring monetary compensation for property acquisitions, easements and administrative costs. HART

estimates the cost would be \$1M if the waiver is not granted. HART has reported that the waiver request has been elevated to Washington DC, but the agency does not have an indication on how quickly the request will be addressed.

- HART now plans to start revenue service with 4-car trains in place of the initial plan of 2-car trains based on FTA's acceptance in December 2013. There is still a disagreement between HART and AHJV on the magnitude of the cost savings associated with this change to 4-car trains. HART believes there is a \$21M savings, and AHJV believes there is a \$4M cost associated with the change. At this time, the issue has not been resolved. The PMOC will continue to monitor the progress of discussions to determine the overall impact of this change on the project.
- HART and KIWC/KKJV have completed workshops to address settlement of NTP Delays and AIS Delays. HART reported that most issues have been resolved, and bi-lateral change orders would be executed. HART provided the PMOC with a summary of all issues that have been resolved, including cost and time impacts. The PMOC is in the process of reviewing the proposed Archaeological Inventory Survey (AIS) and Notice to Proceed (NTP) Delay change order(s) and will provide the FTA with an assessment. One issue that was not included in the settlement agreement is escalation. HART's estimate of the impact of escalation is not in agreement with the Kiewit's estimated escalation. HART has requested Kiewit to present its justification for the estimated escalation. In place of a global settlement on escalation, HART has stated that KIWC will be required to submit change requests for all cost components associated with escalation for which KIWC believes HART is responsible. This will be tedious to both parties, but appears to be the only means of resolving the issue. The PMOC will continue to monitor the progress of discussions to determine the overall impact on the project. This issue will be discussed in detail during the March 2014 Monthly Meeting.
- Hawaiian Electric Companies (HECO) has expressed concern over its ability to meet all requirements of Davis-Bacon. Specifically, HECO has a collective bargaining agreement that has different wage scales and allows payment to its labor forces biweekly, which does not satisfy Davis-Bacon. HECO intends to seek a waiver at the state and federal level on this requirement. HART is in discussions with HECO to mitigate this issue. However, if HART is unable to mitigate, then HECO will submit requests to the US Department of Labor and Hawaii Department of Labor and Industrial Relations seeking a waiver of wage rates as well as permission to pay salaries and report payroll records biweekly. If this issue is not resolved, it could impact the schedule since HECO will not perform utility relocation work until the waiver request is submitted.

1.4 Core Accountability Items

Project Status: FFGA		Original at FFGA	Current Estimate
Cost	Cost Estimate	\$5,122,000,000	\$5,122,000,000
Contingency	Unallocated Contingency	\$101,900,000	\$101,900,000
	Total Contingency (Allocated plus Unallocated)	\$643,600,000	\$428,000,000
Schedule	Revenue Service Date (RSD)	1/31/2020	1/31/2020
Total Project Percent Complete	Based on Expenditures	19.0% (December 2013)	
	Based on Earned Value*	21.0%	

**Overall project progress is based on the weighted value progress of the individual construction and design contracts. PMOC will work with HART to ensure that it is reporting Total Project Percent Complete based on true Earned Value calculation.*

Major Issues	Status	Comments/Planned Action
Technical Capacity and Capability (TCC) Issues	<p>PMOC had recommended that HART engage a consultant to perform independent cost estimates for the remaining contract packages, including any repackaging efforts.</p> <p>The PMOC is concerned with the recent loss of staff due to retirement or turnover:</p> <ul style="list-style-type: none"> • Grants Administrator • Deputy Director of Planning and Environmental • Deputy Director of Construction • Deputy Director of Right of Way (ROW) • Risk Manager <p>The PMOC is concerned with the rejection or replacement of AHJV CSC staff:</p> <ul style="list-style-type: none"> • AHJV Project Controls Manager • Systems Manager • Project Principal 	<p>HART has enlisted a subconsultant under the Program Management Consultant contract to provide these services.</p> <p>HART hired an executive recruitment company to help identify candidates fill the vacant positions. HART's Risk Manager position is vacant, and no active recruiting is underway to fill this position. PMOC has recommended that HART make this a priority. HART is considering utilizing one of its consultants to fill this void.</p> <p>AHJV has not submitted candidates that were deemed acceptable by HART for the AHJV Project Controls Manager and Systems Manager. These positions have been filled with interim staff. Permanent replacements are critical to the success of this contract. AHJV filled the Systems Manager position. HART issued a letter to AHJV noting that permanent replacements must be identified, but no timeline has been provided to AHJV.</p>

Major Issues	Status	Comments/Planned Action
Potential Cost & Schedule Delays	HART has experienced delays and has incurred costs as a result of both the state and federal lawsuits.	<p>HART continues to analyze the cost and schedule ramifications resulting from the Hawaii Supreme Court AIS ruling. HART resumed construction on September 16, 2013.</p> <ul style="list-style-type: none"> • Budget – HART began transmitting the updated cost estimate to the PMOC for review. However, there are several contract packages for which the revised engineer's estimate exceeds the FFGA budget. HART and its consultants are reviewing these estimates, developing mitigation strategies, and will be revising the estimates accordingly. HART has agreed to provide updated cost estimates for these packages prior to the Risk Refresh. The status of these packages will be discussed in detail during the March 2014 progress meetings. • Schedule – HART anticipates submitting an updated MPS in March 2014 for PMOC review. • Contingency – HART's current assessment indicates a balance of uncommitted contingency of \$428 million. This does not take into account information from the contract package estimates that are under revision, which include Airport/City Center Guideway Construction, Airport Station Group, and Dillingham/Kaka'ako Station Group.
Remaining Construction Contracts	HART submitted the Contract Packaging Plan in January 2014. Several contract packages have been combined to maximize economies of scale and reduce interface needs between design and construction contractors to achieve both cost and schedule benefits.	HART/PMOC continues to hold monthly breakout sessions to review changes being considered for each contract. Discussions focus on opportunities to reduce costs and accelerate contract-scheduled activities to attain key milestones earlier than targeted.

Major Issues	Status	Comments/Planned Action
General Excise Tax (GET)	GET receipts continue to be an issue.	HART has requested monthly updates from the state on the GET revenues. HART has been receiving GET revenue quarterly, but the total GET receipts are still lagging the planned amount identified in the Financial Plan.
Post-Rod Changes	HART is considering several proposed design changes that may require additional environmental review.	FTA and HART hold bi-weekly meetings to discuss the status of any potential changes. HART has submitted or will submit information on each proposed change for FTA to determine the level of documentation required to assess impacts and subsequent mitigation measures.
Safety and Security Support Request for Proposal (RFP)	HART to issue RFP	HART re-issued the RFP in December 2013 due to less than 3 bidders submitting for the initial RFP. Hawaii law requires at least 3 bidders to award a contract. HART performed an outreach and believes it will have at least 3 companies submitting proposals. HART is in the process of awarding a contract and anticipates issuing NTP in February 2014.
CSC Vehicles	Major Vehicle Subcontractors	AHJV has signed some subcontractor agreements with major vehicle suppliers, but several subcontractor agreements are still outstanding.
West Oahu / Farrington Highway / Kamehameha Station Groups Construction	HART to issue Invitation for Bids (IFB)	IFB has been postponed until mid-March 2014. HART believes this will allow time to further advance several components of the package that are not ready. This includes completing the Hoopili Station design, which was delayed until issues with the final station location were resolved. It also includes portions of the Leeward Community College Station design, which is delayed pending coordination with the WOFH DB contractor, and the Aloha Stadium Station, which is on hold until concerns by local stakeholders over architectural treatments have been properly addressed.
Date of Next Quarterly Meeting:	April 16, 2014	

2.0 BODY OF REPORT

2.1 Grantee's Capabilities and Approach

2.1.1 Technical Capacity and Capability (TCC)

HART has gone through a considerable number of organizational changes since the FFGA was executed in December 2012. Project staff has begun reviewing the project's numerous plans and procedures to determine whether updates are required to reflect these changes. The PMOC met with HART to discuss the timing of each plan that will require updating as a result of the organization and procedural changes that have occurred.

Following are some key positions that are vacant and must be filled by HART or through their PMC:

- Change Order Manager – HART has reviewed several candidates, but none were found to be suitable. This position has been filled on an interim basis until a candidate is hired by HART.
- Grants Manager – Search is being conducted by a private recruiting firm.
- Deputy Director of Planning – Search is being conducted by a private recruiting firm.
- Deputy Director of Construction – Search is ongoing for suitable candidates by HART.
- Vehicle Engineer – This position was eliminated. A new position has been created (Assistant Deputy for Systems) and the PMC filled the position as of February 2014.
- Cultural Planner – HART has interviewed candidates, and negotiations are underway with potential candidate.
- Risk Manager – This position is vacant, and no active recruiting is underway to fill this position. PMOC has recommended that HART make this a priority.

HART has issued Request for Proposals for a new GEC contract, a CE&I West Contract, CE&I East Contract, Safety and Security Support Services, and CSC Support Services.

- GEC III Contract – NTP was issued to CH2M Hill in December 2013. The new consultant has begun transitioning in as the former GEC II (Parsons Brinkerhoff) exits the project.
- CE&I West Contract – NTP was issued to PGH Wong on January 13, 2014.
- CE&I East Contract – NTP was issued to URS on January 10, 2014.
- Safety and Security Support Services –HART is in the procurement process and anticipates issuing NTP on February 15, 2014.
- CSC Support Services –Contract was awarded to Lea + Elliott. No transition is needed since Lea + Elliot was a sub consultant to the former GEC II that is exiting the project. HART anticipates issuing NTP on February 15, 2014.

2.1.2 Project Controls for Scope, Quality, Schedule, Cost, Risk, and Safety

Scope

- As a result of project delays, HART revised the Contract Packaging Plan (CPP). Several contract packages have been combined (Airport/City Center Guideway Construction/City Center Utilities, West Oahu/Farrington/Kamehameha Station Group, Dillingham/Kaka'ako Station Group) to maximize economies of scale and reduce

interface needs between design and construction contractors to achieve both cost and schedule benefits. However, there are several contract packages for which the revised engineer's estimate exceeds the FFGA budget by approximately \$200M. These contract packages include the Airport/City Center Guideway Construction, Airport Station Group, and Dillingham/Kaka'ako Station Group.

Schedule

- **Preliminary Engineering (PE):** FTA approved entrance into PE on October 16, 2009
- **Record of Decision (ROD):** ROD was issued on January 18, 2011.
- **Final Design (FD):** FTA approved entrance into FD on December 29, 2011.
- **Full Funding Grant Agreement (FFGA):** Executed on December 19, 2012.
- **Grantee Target Start of Revenue Operations for Full Alignment:** March 2019
- **FFGA Revenue Service Date (RSD):** January 31, 2020
- Despite the AIS delay, HART is implementing measures to maintain the March 30, 2019 full RSD. In addition, the latest update of the MPS does not indicate any delays to the Interim Opening scheduled for June 2017. However, the PMOC had expressed concern that HART has not fully assessed the impacts from delayed activities such as real estate acquisition and final design. HART has reported that workshops are now being held on a regular basis to aid in the update and management of the MPS. The PMOC will review all milestones upon receipt of the update baseline MPS.

Cost

- HART and the PMOC continue to hold monthly breakout sessions to review changes for each contract. Breakout session discussions focus on opportunities to reduce costs and accelerate contract-scheduled activities to attain key milestones earlier than targeted.

Quality

Following is a summary of HART Quality Management staff activities:

- Performed inspection and verification of contact rails at LB Foster from January 2, 2014 to January 3, 2014. Contact rails found to be compliant with specifications and Buy America requirements.
- Monitored design and construction activities on all contracts including Inspection Test Plans (ITPs).
- Completed the following audits:
 - Reviewing QA Audit Report on Structural Steel Fabrication for MSF (KKJV)
 - Issued Audit Report on Quality Assurance (QA) Audit of MSF (KKJV)
 - Issued Audit Report on QA of FHSG II (URS)

System Safety and Security

- HDOT appointed Brendon Eshenour as the SOA Project Manager (PM). The PMOC met with the new HDOT SOA PM on February 10, 2014.

2.1.3 Compliance with Applicable Statutes, Regulations, Guidance and FTA Agreements

National Environmental Policy Act (NEPA)

- Proposed Design Changes – HART is considering several proposed design changes that may require additional environmental review. FTA and HART hold bi-weekly meetings to discuss the status of any potential changes. HART has submitted or will submit information on each proposed change for FTA to determine the level of documentation required to assess impacts and subsequent mitigation measures.

2.2 Project Scope

The Project is a 20-mile fixed guideway rail system along Oahu's south shore between East Kapolei and Ala Moana Center. This Project is based on the Airport Alignment, which includes 21 stations. The alignment is elevated, except for a 0.6-mile at-grade portion at the Leeward Community College Station. The Project is planned to be delivered in four guideway segments:

- Segment I (West Oahu/Farrington Highway) – East Kapolei to Pearl Highlands (7 miles/7 stations)
- Segment II (Kamehameha Highway) – Pearl Highlands to Aloha Stadium (4 miles/2 stations)
- Segment III (Airport) – Aloha Stadium to Middle Street (5 miles/4 stations)
- Segment IV (City Center) – Middle Street to Ala Moana Center (4 miles/8 stations)

The alignment will average a total of 99,800 weekday boardings at the RSD in the year 2020 and 114,300 weekday boardings in the year 2030. It will provide two significant areas with potential for Transit-Oriented Development, one near the Airport and one in the surrounding industrial areas. The initial fleet will include 80 "light metro" rail vehicles.

2.2.1 Status of Design/Construction Documents

The status of all contracts is provided in Appendix B. The Total Design Percent Complete is approximately 60.0% as of December 2013. Final Design work and engineering activities are still proceeding on all other contracts that have been awarded to date. The table in Section 1.2 provides a summary of Design Percent Complete on all contracts provided for the project.

The following table provides a summary of Value Engineering (VE) results provided for the project:

Source	No. of Proposals Received	Estimated Value (M)	No. of Proposals Accepted	Estimated Value (M)
VE Workshop for Stations	30	\$318.5	26	\$104.1
ATC Proposals – WOFH DB Contract	29	\$85.4	13	\$60.5
ATC Proposals – KH DB Contract	16	\$29.0	7	\$18.3
ATC Proposals – MSF DB Contract	11	\$16.1	5	\$2.7
ATC Proposals – CSC	41	\$35.6	15	\$15.5
VE Workshop for Airport & City Ctr.	27	\$225.6	13	\$109.2
TOTAL	154	\$710.2	79	\$310.3

*Total includes "conditionally accepted" Alternate Technical Concept (ATC) proposals

The PMOC continues to monitor the project to confirm that all VE recommendations are reviewed by the grantee and that those that are accepted are implemented accordingly. There are currently 79 VE proposals that have been accepted by HART. These proposals have been incorporated in whole or in part where applicable to the current level of design. In addition, these accepted proposals have already been incorporated into the baseline cost estimate.

2.2.2 Status of Third-Party Agreements

The following table provides the status of Third Party Agreements for the project:

Agreement	Completion	Target	Section	Status
University of Hawaii (UH) Master Agreement	Pending	Feb 2014	WOFH, KHG, City Center	Final negotiations are underway.
Leeward Community College (LCC) Sub-agreement	Pending	Feb 2014	WOFH	In negotiations.
UH West O'ahu Sub-agreement	Pending	Feb 2014	WOFH	In negotiations.
Department of Land and Natural Resources (DLNR)	Sep 13 2013		WOFH	Received right of entry. Final easement documents pending.
Department of Education Master Agreement and Consent to Construct	Feb 8, 2011		WOFH	Executed
DR Horton Agreement for Construction	Mar 7, 2012		WOFH	Executed
DHHL Master Agreement	Mar 10, 2010		WOFH, MSF	Executed
DHHL Consent to Construct	Dec 1, 2011		WOFH, MSF	Consent to construct in place.
DHHL License	Pending	Feb 2014	WOFH, MSF	License agreement approved by City Council. Awaiting final execution
HDOT Master Agreement	Oct 31, 2011		WOFH	Executed
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Apr 5, 2012		WOFH	Executed
UH Urban Garden Sub-agreement	Pending	Feb 2014	KHG	In negotiations.
HDOT Master Agreement for KHG, Airport and City Center	Oct 11, 2013		KHG, Airport, City Center	Executed
HDOT Joint Use & Occupancy Sub-agreement	Oct 11, 2013		KHG Airport City Center	Executed.
Aloha Stadium / Department of Accounting & General Services (DAGS)	Sep 13, 2013		KHG	Received right of entry. Final easement documents pending.
U.S. Navy / General Services Administration (GSA)	Pending	N/A	Airport	Navy finalizing documents for KHG and WOFH easements.
U.S. Post Office Honolulu Processing Center	Pending	Jun 2014	Airport	Mapping and surveying completed. Appraisal is pending.
Keeki Lagoon Park (City & County of Honolulu Parks/DLNR)	Pending	Jun 2014	Airport	In negotiations.

Agreement	Completion	Target	Section	Status
Honolulu Community College (HCC) Consent to Construct	Pending	Jul 2014	City Center	In negotiations. Secured design right of entry.
Honolulu Community College (HCC) Sub - agreement	Pending	Jul 2014	City Center	In negotiations. Secured design right of entry.
Oahu Community Correctional Center (OCCC)/Hawaii Department of Public Safety Agreement Dillingham Blvd	Pending	Jul 2014	City Center	Required due to parking space reduction at OCCC for roadway widening. Finalizing requirements.
Federal Court House/GSA	Pending	Oct 2014	City Center	Awaiting final design requirements for the guideway.
Hawaii Community Development Authority (HCDA)	Pending	Oct 2014	City Center	Awaiting final design requirements for the guideway.
DAGS	Pending	Oct 2014	City Center	Awaiting final design requirements for the guideway.
Hawaiian Electric Co./Dillingham Substation – PUC Approval	Pending	Jun 2015	City Center	Awaiting final design requirements for the guideway.
Hawaiian Electric Co./Downtown Substation – Public Utilities Commission Approval	Pending	Jun 2015	City Center	Awaiting final design requirements for the guideway.
Pacific Guardian Center	Pending	Jun 2015	City Center	Awaiting final design requirements for the guideway.
Howard Hughes Corporation – Joint Development Agreement	Pending	Jun 2015	City Center	Awaiting final design requirements for the guideway.
Sam House Development LLC – Joint Development Agreement	Pending	Jun 2015	City Center	Awaiting final design requirements for the guideway.
GGP Ala Moana LLC – Joint Development Agreement	Pending	Jun 2015	City Center	Awaiting final design requirements for the guideway.

Pending Third Party Agreements are not currently having an effect on the MPS, but they may become critical if adequate progress is not made.

2.2.3 Delivery Method

HART revised the Contract Packaging Plan (CPP). Several contract packages have been combined (Airport/City Center Guideway Construction/City Center Utilities, West Oahu/Farrington/Kamehameha Station Group, Dillingham/Kaka’ako Station Group) to maximize economies of scale and reduce interface needs between design and construction contractors to achieve both cost and schedule benefits.

Construction of the project guideway is to be implemented in four segments. The method of delivery for the four guideway segments is as follows:

- Segment I – East Kapolei to Pearl Highlands – Design-Build (DB)
- Segment II – Pearl Highlands to Aloha Stadium – DB
- Segment III & IV (Combined) – Aloha Stadium to Middle Street Station to Ala Moana Center – Design-Bid-Build (DBB)

2.2.4 Core Systems and Vehicle Status

AHJV will design, furnish, install, test, and commission passenger vehicles, operating systems, auxiliary vehicles and equipment, and appurtenances, in support of incremental opening of the

System. The following table provides a status of the Core Systems and Vehicle activities associated with the project:

Core System Description	Status
Core System - General	
NTP Delay Claim	AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. HART has denied this delay. This issue is in dispute.
Hawaiian Electric Companies (HECO) Estimated Traction Power Demand	HART to provide HECO with AHJV simulations to estimate power demand based on actual operation scenarios. AHJV finalized consumption estimate. AHJV submitted revised simulations for fail over criteria and discussions with HECO are ongoing.
HECO Activation Dates	HART and HECO are coordinating project schedule and HECO activation start dates for power.
Fare Collection System	HART is reviewing possibility of installing fare gates
System Performance Design	There are some concerns with AHJV's method for calculating headways and round trip times. HART received updated System Performance Documents and continues discussions with AHJV.
Core System Train Control/SCADA Subsystem	
Mixed Fleet Operation	The FTA approved HART's use of 4-car trains in December 2013. HART is evaluating revisions to documents provided by AHJV addressing 4-car consists.
Maintenance Of Way (MOW) Vehicle ATC Capabilities	HART considering Automatic Vehicle Indication (AVI)/Automatic Vehicle Location (AVL)
Core System Traction Electrification	
Train Evacuation – Wayside Energy Storage	HART approved the use of Emergency Generators (Diesel) and is in the process of reviewing technical specifications.
Core System Communication Subsystems	
Guideway Walkway/Cableway	AHJV will install cable in the cavity of the concrete guideway where possible and install cable trough on certain sections of the emergency walkway where there is not enough depth in the concrete cavity. AHJV is coordinating with KIWC.
Core System O&M Subsystem	
MSF Yard Configuration	HART and AHJV are in the process of evaluating Tiger team recommendations. The Tiger team consists of HART/AHJV/KKJV and Lea + Elliot. The Tiger team is evaluating traction electrification system, MOW Vehicles, Train Control, track configuration and interface issues.
Core System Vehicle Subsystem	
Derailment Mitigation	AHJV claims no responsibility for installing emergency restraining rails (guard rail) to prevent derailments. HART provided AHJV with contract details and updates have been provided by AHJV. There is disagreement by AHJV whether it must provide emergency restraining rail in certain sections of the alignment. AHJV may propose another solution.

Core System Description	Status
Vehicle Schedule	AHJV is restructuring baseline schedule to include vehicle related activities, including change to 4-cars trains.

2.3 Project Management Plan and Sub-Plans

The following table presents the status of each of the grantee's management deliverables.

Sub-Plan	Revision No.	Date	Notes
Project Management Plan (PMP)	5.0	29-Jun-12	Approved; HART is in the process of updating
Quality Management Plan (QMP)	2A	31-Jan-14	Under PMOC review
Real Estate Acquisition and Management Plan (RAMP)	5	01-Jun-12	Accepted; HART is in the process of updating
Bus Fleet Management Plan (BFMP)	3	Mar-12	Accepted
Rail Fleet Management Plan (RFMP)	0.1	Mar-12	Accepted; HART is in the process of updating
Safety and Security Management Plan (SSMP)	4	05-Jun-13	Accepted
Safety and Security Certification Plan (SSCP)	3	28-Jun-13	Accepted
Configuration Management Plan	0.2	07-Feb-12	Accepted; HART is in the process of updating
Staffing and Succession Plan	6A	31-Jan-14	Under PMOC review; comments will be provided to HART in March 2014.
Risk and Contingency Management Plan (RCMP)	0	29-Jun-12	Accepted; has been routed for signature by HART
Operating Plan	0.2	29-Jun-12	Accepted
Force Account Plan	0.3	05-Jan-12	Accepted
Mitigation Monitoring Program	0	15-Mar-12	Accepted
Interface Management Plan	0.1	17-Jan-12	Accepted
Contract Packaging Plan	4B	28-Jan-14	Under PMOC review; comments will be provided to HART in March 2014.
Claims Avoidance Plan	0.1	24-Jan-12	Accepted
Construction Management Plan (CMP)	0.1	03-Feb-12	Accepted; HART is in the process of updating
Contract Resident Engineer Manuals (DB & DBOM)	2	26-Jul-13	Under PMOC review; comments will be provided to HART in March 2014.
Contract Resident Engineer Manuals (DBB)	1.0	28-Jan-14	Under PMOC review; comments will be provided to HART in March 2014.
Project Procedures			Accepted; HART is in the process of updating

HART is in the process of updating several of its procedures and management plans including the PMP, Contract Packaging Plan, Staffing and Succession Plan, and Construction Management Plan. These updates are necessary due to the organizational changes enacted by the Executive Director and the contract packaging changes that are being planned. HART submitted DRAFT updates of the SSMP, SSCP, and one change order procedure in June 2013. Several other Drafts have not been re-submitted by HART to date. The PMOC is concerned that HART has several

new consultants that have started or are about to start, although HART's procedures and management plans are outdated. It is critical for HART to update these plans and procedures immediately.

2.4 Project Schedule Status

HART has consistently transmitted monthly updates of their Master Project Schedule (MPS) since January 2013. The MPS continues to improve as HART further evaluates the contract packaging plan and related schedule mitigation adjustments in response delays encountered from the construction suspension period due to the state and federal court case. HART resumed construction in September 2013 after satisfying all requirements stipulated by the Hawaii State Supreme Court regarding completion of the AIS.

HART has directed the construction contractors (WOFH, KHG, MSF, and CSC) to re-baseline/revise their Critical Path Method (CPM) schedules. The HART MPS include summary activities and milestones extracted from each of the construction contractor schedules. So far HART has accepted the WOFH, KHG and MSF construction contractor "re-baseline/revise" schedules and the new dates have been incorporated into the latest MPS progress update. The CSC contractor has had difficulty developing and maintaining an acceptable contract schedule primarily due to technical capability and capacity issues with its internal management and scheduler positions. The PMOC has consistently recommended since July 2013 that HART work closely with the CSC scheduler and management team during the re-baseline/ revision CPM schedule development process. HART received the CSC re-baseline/revision schedule on February 17, 2014 and is currently reviewing the schedule for final acceptance. Once accepted, HART will have the MPS completely updated with all construction contractor summary schedule information.

The PMOC has stressed the importance of validating all major interface logic connections between the individual contractor schedules. The PMOC has recommended that HART should get in front of the schedule review process to ensure that the HART management team "manages" the schedule and not allow the schedule to manage them. HART has engaged the new GEC III consultant and the new CE&I consultants during the MPS refinement process and has received valuable input and validation thus far. Furthermore, the PMOC provided HART a forensic schedule analysis report that indicated various errors, warnings, and general "housekeeping" corrections needing correction. The PMOC discussed the report output during the February 2014 site visit, and HART project control staff stated that they had addressed most of the comments.

The RSD identified in the FFGA is January 30, 2020. HART's current MPS identifies the target date for the start of interim revenue service as June 2017 and revenue service as March 2019. The table below provides a comparison of key milestone dates at time of FFGA application and the current MPS.

Milestone Description	Activity ID	Finish Date		Variance (Days)
		FFGA Application Baseline	Current MPS	
Interim Revenue Service	MM-0100	29-Jun-16	20-Jun-17	(356)
Target for Full Revenue Service	DBOM-9270	12-Mar-19	30-Mar-19	(18)

The MPS update includes a construction suspension actual finish date of September 16, 2013. The suspension period began August 24, 2012 when the court halted all ground-disturbing activities.

The table below includes anticipated start dates for the remaining contracts yet to bid:

Contract No.	Description	Early Start (Feb 2014 Update)
DBB505-45	Airport Utilities Relocation (Issue NTP)	11-Apr-14
DBB170-2020	West Oahu, Farrington Highway, Kamehameha Station Groups (NTP)	29-May-14
DBB510-85	City Center Segment Utilities (Construction NTP)	20-Dec-14
DBB520-2020gw	Airport and City Center Guideway (Construction NTP)	15-Dec-14
DBB470-2020	Airport Station Group (Construction NTP)	11-Apr-15
DBB570-2020	Dillingham Station Group	19-Jan-16
DBB575-2020	Kaka'ako Station Group	14-Nov-15
PHPS-1020	Pearl Highlands Parking Struct. & H2 Ramps (Design-Build NTP)	26-Jan-15
DBB600-2620	UH West Oahu Park-n-Ride & Ho'opili Station Finishes (NTP)	19-Nov-16

The following is a look ahead for important activities associated with the Project:

Period: March 2014 – May 2014		
Activity	Responsibility	Date
Monthly Progress Meeting	FTA, HART, PMC and PMOC	March 12, 2014
Risk Refresh Workshop	FTA, HART, PMC and PMOC	April 15, 2014
Quarterly Progress Meeting	FTA, HART, PMC and PMOC	April 16, 2014
Monthly Progress Meeting	FTA, HART, PMC and PMOC	May 14, 2014

2.5 Project Cost Status

The grantee's Base Cost Estimate (BCE) dated March 19, 2012 is \$5.122 billion in Year-of-Expenditure (YOE) dollars, including \$644 million in allocated and unallocated contingency (or 15.0% of the BCE) and \$173 million in financing costs. Of the \$644 million in total contingency, \$101 million is unallocated. The current Project Budget is as follows:

Source	Amount
Base Cost Estimate	\$4,305 billion
Total Contingency	\$0.644 billion
Finance Charges	\$0.173 billion
Total Project Cost	\$5.122 billion

Total Expenditures to Date – \$0.842 billion (through December 2013)

HART began transmitting the updated cost estimate to the PMOC for review. However, there are several contract packages for which the revised engineer's estimate exceeds the FFGA budget. HART and its consultants are reviewing these estimates and developing mitigation strategies and will be revising the estimates accordingly. The biggest concern is the revised engineer's estimate for the Airport and City Center Guideway and Utilities contract, which is considerably higher than the FFGA budget. This revised estimate will not be available until late March or mid-April. PMOC has asked HART to provide a comparative analysis of the differences between the two estimates.

2.5.1 Standard Cost Category (SCC)

The FFGA SCC Workbook is submitted as a separate electronic file. The following table presents the FFGA budget, expenditures to date, and Estimate at Completion (EAC) for each SCC.

SCC	SCC Description	FFGA Budget	Base Cost	Allocated Cont.	Incurred	EAC
10	GUIDEWAY & TRACK ELEMENTS	1,275,328,962	1,114,305,144	161,023,818	33,303,150	1,137,642,296
10.04	Guideway: Aerial structure	1,175,328,184	1,022,380,670	152,947,514	12,776,050	1,042,413,896
10.08	Guideway: Retained cut or fill	8,077,393	7,492,943	584,450	0	6,436,256
10.09	Track: Direct fixation	86,332,027	79,437,204	6,894,823	20,527,100	82,862,790
10.11	Track: Ballasted	3,550,634	3,293,724	256,910	0	2,697,875
10.12	Track: Special (switches, turnouts)	2,040,724	1,700,603	340,121	0	3,231,479
20	STATIONS, STOPS, TERMINALS, INTERMODA	506,165,689	421,804,742	84,360,947	0	396,666,268
20.01	At-grade station, stop, shelter, mall, terminal, platform	7,333,599	6,111,333	1,222,266	0	6,111,332
20.02	Aerial station, stop, shelter, mall, terminal, platform	353,476,148	294,563,457	58,912,691	0	273,163,457
20.06	Automobile parking multi-story structure	79,690,518	66,408,765	13,281,753	0	66,408,765
20.07	Elevators, escalators	65,665,424	54,721,187	10,944,237	0	50,982,714
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	99,425,456	92,535,013	6,890,443	7,407,486	104,357,057
30.02	Light Maintenance Facility	8,161,279	7,591,887	569,392	180,000	7,586,793
30.03	Heavy Maintenance Facility	40,906,889	38,099,138	2,807,751	2,723,874	39,222,563
30.04	Storage or Maintenance of Way Building	8,382,270	7,797,460	584,810	127,606	7,886,032
30.05	Yard and Yard Track	41,975,018	39,046,528	2,928,490	4,376,006	49,661,669
40	SITEWORK & SPECIAL CONDITIONS	1,103,867,264	980,569,426	123,297,838	258,287,778	958,898,165
40.01	Demolition, Clearing, Earthwork	34,695,802	29,980,157	4,715,645	241,537	27,672,011
40.02	Site Utilities, Utility Relocation	350,694,801	299,449,755	51,245,046	10,112,246	303,893,943
40.03	Haz. mat'l, contam'd soil removal/mitigation, ground water treatments	7,228,935	6,590,542	638,393	582,150	3,777,603
40.04	Environmental mitigation, e.g. wetlands, historic/archeologic, parks	30,841,906	26,979,122	3,862,784	3,998,281	31,955,923
40.05	Site structures including retaining walls, sound walls	8,637,582	7,998,960	638,622	575,338	9,061,374
40.06	Pedestrian / bike access and accommodation, landscaping	48,262,816	41,073,897	7,188,919	0	41,873,040
40.07	Automobile, bus, van accessways including roads, parking lots	212,536,181	181,979,369	30,556,812	1,335,888	170,399,360
40.08	Temporary Facilities and other indirect costs during construction	410,969,241	386,517,624	24,451,617	241,442,338	370,264,911
50	SYSTEMS	247,460,781	221,284,483	26,176,298	0	245,681,123
50.01	Train control and signals	91,492,532	81,982,556	9,509,976	0	105,218,696
50.02	Traffic signals and crossing protection	12,524,011	10,458,227	2,065,784	0	10,251,336
50.03	Traction power supply: substations	32,873,934	29,500,927	3,373,007	0	31,027,311
50.04	Traction power distribution: catenary and third rail	36,426,286	32,878,150	3,548,136	0	31,718,447
50.05	Communications	59,889,234	53,691,339	6,197,895	0	54,793,443
50.06	Fare collection system and equipment	10,221,753	9,159,277	1,062,476	0	9,218,099
50.07	Central Control	4,033,031	3,614,007	419,024	0	3,453,791
Construction Subtotal (10 - 50)		3,232,248,152	2,830,498,808	401,749,344	298,998,414	2,843,244,909

SCC	SCC Description	FFGA Budget	Base Cost	Allocated Cont.	Incurred	EAC
60	ROW, LAND, EXISTING IMPROVEMENTS	222,188,386	197,397,947	24,790,439	46,047,044	197,675,747
60.01	Purchase or lease of real estate	201,658,907	179,360,664	22,298,243	42,758,148	179,360,664
60.02	Relocation of existing households and businesses	20,529,479	18,037,283	2,492,196	3,288,896	18,315,083
70	VEHICLES	208,501,186	186,829,020	21,672,166	6,191,924	191,543,017
70.02	Heavy Rail	186,061,066	166,721,385	19,339,681	5,979,024	172,637,073
70.06	Non-revenue vehicles	16,011,166	14,346,923	1,664,243	212,900	13,026,548
70.07	Spare parts	6,428,954	5,760,712	668,242	0	5,879,396
80	PROFESSIONAL SERVICES	1,183,826,026	1,090,438,814	93,387,212	490,649,469	1,073,955,815
80.01	Preliminary Engineering	95,120,484	94,055,262	1,065,222	97,080,913	118,329,880
80.02	Final Design	257,934,908	228,321,632	29,613,276	85,246,965	197,839,736
80.03	Project Management for Design and Construction	385,825,694	366,458,463	19,367,231	240,607,800	360,985,570
80.04	Construction Administration & Management	218,155,752	199,656,728	18,499,024	39,728,631	198,079,928
80.05	Professional Liability and other Non-Construction Insurance	52,138,030	46,549,724	5,588,306	2,407,943	37,216,316
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	76,135,125	67,641,006	8,494,119	10,980,547	67,717,310
80.07	Surveys, Testing, Investigation, Inspection	24,955,327	21,759,335	3,195,992	8,877,321	28,983,004
80.08	Start up	73,560,706	65,996,664	7,564,042	5,719,349	64,804,071
90	Subtotal (10 - 80)	4,846,763,750	4,305,164,589	541,599,161	841,886,851	4,306,419,488
	UNALLOCATED CONTINGENCY	101,871,170	0	101,871,170	0	101,871,170
100	Subtotal (10 - 90)	4,948,634,920	4,305,164,589	643,470,331	841,886,851	4,408,290,658
	FINANCE CHARGES	173,058,242			0	173,058,243
	Total Project Cost (10 - 100)	5,121,693,162	4,305,164,589	643,470,331	841,886,851	4,581,348,901

2.5.2 Contingency

HART has developed a detailed methodology for capturing all potential costs. Any potential changes are entered into HART's online contract management system by the Contract Managers. Project Controls reviews this information and meets weekly with the Contract Managers to agree on a range of potential exposure for each issue. The PMOC is of the opinion that this approach is reasonable for determining a range of exposure.

HART's forecast indicates a balance of uncommitted contingency of \$428 million (\$61 million in unallocated contingency and \$367 million in allocated contingency). However, this does not take into account information from the contract package estimates that are under revision.

2.5.3 Funding Sources

The following are the project capital revenue (funding) sources:

Source	Amount
General Excise Tax (GET)	\$3.358 billion
Section 5309	\$1.550 billion
Section 5307	\$0.210 billion
American Recovery and Reinvestment Act (ARRA)	\$0.004 billion
Total	\$5.122 billion

The GET surcharge receipts received to date are approximately \$1.14 billion. The Financial Plan indicates projected GET receipts to be approximately \$1.30 billion at point in the project.

2.6 Project Risk

A Risk Refresh Workshop was performed the week of April 11, 2012 to address the Preliminary PMOC findings from a scope, schedule, and cost review, Risk Register and Action Items, and Path Forward.

A second Risk Refresh Workshop is tentatively scheduled for April 2014, pending receipt of an updated MPS and cost estimate from HART.

The PMOC has emphasized the need for HART to revisit both its primary and secondary mitigation measures. HART engaged its new GEC and CE&I consultants to see if they have any new ideas that have not been considered for primary or secondary mitigation. PMOC and HART held a breakout session in February 2014 to discuss these measures. HART must still develop robust secondary mitigation strategies. It is anticipated that a risk refresh workshop would be held in April 2014, once a review of the updated MPS and project estimate is complete.

2.7 Action Items

Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
Monthly Progress Meeting						
1	Provide technical specification on opaque wall panels for Federal Courthouse	HART	Oct-13	Feb-14		Open
2	PMOC to schedule PMP & QMP compliance audit	PMOC	Nov-13	May-14		Open
3	HART to provide PMOC with updated costs for Pearl Harbor station based on new Navy directive	HART	Nov-13	Nov-13	Jan-14	Closed; the updated cost estimate does not include any costs associated with this issue if the waiver is not granted. The cost to the project would be approximately \$1M cost if the waiver is not granted.
4	HART to provide summaries of bidability/constructability reviews performed by GEC and CE&I	HART	Dec-13	Mar-14		Open – In progress
5	HART to add major developers to Third Party Agreement list	HART	Dec-13	Dec-13	Feb-14	Closed
6	PMOC to schedule meeting with new HDOT State Oversight Agency Project Manager	PMOC	Dec-13	Feb-14	Feb-14	Closed
7	HART to perform Buy America Compliance Audit on AHJV 4-car trains	HART	Dec-13	Jan-14	Jan-14	Closed
8	HART to discuss the possibility of pre-qualifying contractor for station and guideway packages	HART	Dec-13	Jan-14	Jan-14	Closed
9	HART to provide GEC 3 Project Controls Cost Summary Report	HART	Feb-14	Feb-14	Feb-14	Closed
10	HART to add major development agreements to MPS	HART	Feb-14	Mar-14		Open
11	HART to provide list of CSC vehicle subcontractor agreement list	HART	Feb-14	Feb-14	Feb-14	Closed
12	HART to provide CSC Monthly Buy America Report	HART	Feb-14	Feb-14		Open
Project Controls Meeting						
1	Update Contract Package Plan	HART	Jan-14	Jan-14	Jan-14	Closed
2	Update primary and secondary mitigation measures	HART	May-13	Feb-14		Open – In progress

Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
Monthly Progress Meeting						
3	Update MPS that includes realistic schedule for MPS to include City Center ROW issues	HART	Jun-13	Jan-14		Open – In progress
5	Revisit Hold Points when after MPS is updated	HART/PMOC	Sept-13	Mar-14		Open – will occur during Risk Refresh
6	Update Project Cost Estimate	HART	Sept-13	Jan-14		Open – In progress
7	PMOC to schedule Risk Workshop	PMOC	Feb-14	Apr-14		Open – Tentatively week of April 14

APPENDICES

Appendix A: Acronym List

AHJV	▪ Ansaldo Honolulu Joint Venture
AIS	▪ Archeological Inventory Survey
APS	▪ Adjusted Project Schedule
ARRA	▪ American Recovery and Reinvestment Act
ASG	▪ Airport Station Group
ATC	▪ Alternative Technical Concept
AUG	▪ Airport Utilities Group
AVI	▪ Automatic Vehicle Indication
AVL	▪ Automatic Vehicle Location
BAFO	▪ Best and Final Offers
BCE	▪ Base Cost Estimate
BFMP	▪ Bus Fleet Management Plan
CCUG	▪ City Center Utilities Group
CE&I	▪ Construction Engineering and Inspection
CMP	▪ Construction Management Plan
CPM	▪ Critical Path Method
CPP	▪ Contract Packaging Plan
CSC	▪ Core Systems Contract
CSSO	▪ Chief Safety and Security Officer
DAGS	▪ Department of Accounting & General Services
DB	▪ Design-Build
DBB	▪ Design-Bid-Build
DBOM	▪ Design-Build-Operate-Maintain
DCCA	▪ Department of Commerce and Consumer Affairs
DHHL	▪ Department of Hawaiian Home Lands
DLNR	▪ Department of Land and Natural Resources
DOE	▪ Department of Education
DOT	▪ Department of Transportation
EAC	▪ Estimate at Completion
EIS	▪ Environmental Impact Statement
FD	▪ Final Design
FEIS	▪ Final Environmental Impact Statement
FFGA	▪ Full Funding Grant Agreement
FHSG	▪ Farrington Highway Station Group
FHWA	▪ Federal Highway Administration
FTA	▪ Federal Transit Administration
FY	▪ Fiscal Year
GEC	▪ General Engineering Consultant
GET	▪ General Excise Tax
GSA	▪ General Services Administration
HART	▪ Honolulu Authority for Rapid Transportation
HCC	▪ Honolulu Community College
HCDA	▪ Hawaii Community Development Authority
HDOT	▪ Hawaii Department of Transportation
HECO	▪ Hawaiian Electric Company
HNTB	▪ Howard, Needles, Tammen & Bergendoff
IFB	▪ Invitation to Bid
ITP	▪ Inspection Test Plans
JU&O	▪ Joint Use & Occupancy
KHG	▪ Kamehameha Highway Guideway
KHSG	▪ Kamehameha Highway Stations Group

KIWC	▪ Kiewit Infrastructure West Company
KKJV	▪ Kiewit Kobayashi Joint Venture
LCC	▪ Leeward Community College
LEED	▪ Leadership in Energy and Environmental Design (LEED)
MMP	▪ Mitigation Monitoring Program
MOA	▪ Memorandum of Agreement
MOT	▪ Maintenance of Traffic
MOW	▪ Maintenance of Way
MPS	▪ Master Project Schedule
MSF	▪ Maintenance and Storage Facility
NCR	▪ Non-Compliance Report
NEPA	▪ National Environmental Policy Act
NTP	▪ Notice to Proceed
OCCC	▪ Oahu Community Correctional Center
OCIP	▪ Owner Controlled Insurance Program
OP	▪ Oversight Procedure
PA	▪ Programmatic Agreement
PE	▪ Preliminary Engineering
PM	▪ Project Manager
PMC	▪ Project Management Consultant
PMOC	▪ Project Management Oversight Contractor
PMP	▪ Project Management Plan
PSG	▪ Platform Screen Gate
PW	▪ Project-wide
QA	▪ Quality Assurance
QAM	▪ Quality Assurance Manager
QAP	▪ Quality Assurance Plan
QMP	▪ Quality Management Plan
RAMP	▪ Real Estate Acquisition and Management Plan
RCMP	▪ Risk and Contingency Management Plan
RFMP	▪ Rail Fleet Management Plan
RFP	▪ Request for Proposals
RFQ	▪ Request for Qualifications
ROD	▪ Record of Decision
ROE	▪ Right of Entry
ROW	▪ Right of Way
RSD	▪ Revenue Service Date
SCC	▪ Standard Cost Category
SHPD	▪ State Historic Preservation Division
SOA	▪ State Oversight Agency
SS	▪ Safety and Security
SSCM	▪ Safety and Security Certification Manager
SSCP	▪ Safety and Security Certification Plan
SSMP	▪ Safety and Security Management Plan
SSPP	▪ System Safety Program Plan
SSSPS	▪ System Safety and Security Program Standards
TCC	▪ Technical Capacity and Capability
UH	▪ University of Hawaii
VE	▪ Value Engineering
WOFH	▪ West Oahu/Farrington Highway
WOSG	▪ West Oahu Stations Group
YOE	▪ Year of Expenditure

Appendix B: Contract Status

The following sections provide the status of various ongoing contracts associated with this Project.

Contract No.	MM-901	
Contract Description:	Program Management Support Consultant (PMSC-2)	
Status:	Grantee executed a contract with InfraConsult LLC to provide PMC services. NTP was issued February 23, 2012.	
Cost:	Original Contract Value	\$33,000,000
	Approved Change Orders	\$0
	Current Contract Value	\$33,000,000
	Expended to Date	\$14,600,000
	% Expended	43.7%
	DBE Participation	0%
Schedule:	Contract duration is approximately 36 months from NTP.	
Issues or Concerns:	None	

Contract No.	MM-910	
Contract Description:	General Engineering Consultant (GEC II) Contract	
Status:	Grantee executed contract with Parsons Brinkerhoff on June 30, 2011. The contract amount is \$300 million (\$150 million base amount plus \$150 million allowance amount). It is anticipated that the \$150 million allowance for additional work will be used after the initial three-year term of the contract. However, it is possible with a contract amendment to expend a portion of the allowance amount any time during the term of the contract. NTP 1 was issued on August 2, 2011.	
Cost:	Original Contract Value	\$300,000,000
	Approved Change Orders	\$0
	Current Contract Value	\$300,000,000
	Expended to Date	\$132,000,000
	% Expended	42.6%
	DBE Participation	0%
Schedule:	The contract duration is approximately 36 months from NTP with an option for an additional 36 months.	
Issues or Concerns:	HART issued a Request for Proposals for a new GEC contract in July 2013. The scope of work for the new GEC would be modified significantly from that for the current GEC contract and would be developed to fit within the project budget more effectively. HART issued NTP to the new GEC in December 2013. The GEC II is in the process of transitioning the new GEC III consultant and this transition period will be completed by April 2014.	

Contract No.	DB-120	
Contract Description:	West Oahu/Farrington Highway (WOFH) DB Contract	
Status:	KIWC was awarded a contract on November 18, 2009. The following NTPs have been issued: <ul style="list-style-type: none"> NTP 1 – Issued December 1, 2009, authorizing \$27 million to complete elements of PE whose principal purpose is 	

	<p>refinement and validation of information supporting the NEPA process.</p> <ul style="list-style-type: none"> • NTP 1A – Issued March 11, 2010, authorizing \$25.8 million for PE activities to be completed. • NTP 1B - Issued March 23, 2010, authorizing \$21.2 million for interim design activities. • NTP 1C – Issued June 7, 2010, authorizing \$3.5 million for test and demonstration drilled shafts to complete the deep foundations interim design. • NTP 1D – Issued January 6, 2011, authorizing \$8.7 for continued administrative costs through June 2011 including project management, quality management, safety plan administration, coordination with local agencies, design management, and public information. • NTP 2 – Issued March 3, 2011, authorizing \$62 million for work activities related to the relocation of utilities, in accordance with the grantee’s pre-award authority associated with the FTA’s issuance of a ROD. • NTP 3 – Issued June 2011, authorizing \$4.7 million for Final Design activities to allow contractor to submit drawings to the City’s Department of Permit and Planning for permit approval. • NTP 4A – Issued February 6, 2012, authorizing construction activities, excluding activities associated with the precast yard under the LONP 2 authority. The contractor began installation of the guideway piers in May 2012. • NTP 4B – Issued May 17, 2012, authorizing limited construction activities associated with the precast yard. 	
Cost:	Original Contract Value	\$482,924,000
	Approved Change Orders	\$54,800,000
	Current Contract Value	\$556,771,464
	Expended to Date	\$103,664,468
	% Expended	35.3%
	DBE Participation	0.48%
Schedule:	<ul style="list-style-type: none"> • Original contract duration was approximately 43 months from NTP. Grantee has approved the baseline schedule submittal. The contractor is preparing a schedule analysis for NTP delays. • Substantial completion is now scheduled for July 2016. 	
Issues or Concerns:	<ul style="list-style-type: none"> • The executed agreement called for issuance of all four NTPs within 120 calendar days of December 1, 2009. Since that requirement was not met, the grantee has been coordinating with KIWC to determine the extent of any impact to the approved baseline schedule. • Contractor submitted a revised baseline schedule that reflected AIS delays. • HART instructed KIWC to remove their Project Manager from the WOFH Guideway project. He was also serving as the Project Manager for the KHG contract. KIWC identified a replacement Project Manager that HART approved. • Construction resumed on September 16, 2013. • HART and KIWC/KKJV have completed workshops to address settlement of NTP Delays and AIS Delays. HART reported that most issues have been resolved, and bi-lateral change orders would be executed. HART provided the PMOC with a summary of all issues that have been resolved, including cost and time impacts. The PMOC will review the proposed change order(s) and provide the FTA with an assessment. 	

Contract No.	DB-320	
Contract Description:	Kamehameha Highway Guideway DB Contract	
Status:	<p>Kiewit was awarded a contract on June 30, 2011. Following NTPs have been issued:</p> <ul style="list-style-type: none"> • NTP 1 – Issued July 12, 2011, authorizing \$102 million to perform PE including interim/definitive design submittals and coordinating with other contracts. • NTP 1(Rev 2) - Issued December 23, 2011 for approximately \$107 million (net increase of \$5 million) to allow for a three month extension of monthly management activities. • NTP 2 - Issued January 10, 2012 for approximately \$22 million and authorizes FD work activities. The grantee anticipates issuing multiple NTPs for limited construction activities associated with LONP 2 and full construction activities once it receives the appropriate authorizations from FTA. • NTP 3A – Issued February 7, 2012 authorizing construction activities, excluding activities associated with the precast yard under the LONP 2 authority. • NTP 3B – Issued on May 22, 2012 authorizing limited construction activities associated with the precast yard. 	
Cost:	Original Contract Value	\$372,150,000
	Approved Change Orders	\$4,200,000
	Current Contract Value	\$378,860,981
	Expended to Date	\$88,636,052
	% Expended	23.4%
	DBE Participation	0.08%
Schedule:	<ul style="list-style-type: none"> • Contract duration is approximately 48 months from NTP. • Substantial completion is now scheduled for September 2016. 	
Issues or Concerns:	<ul style="list-style-type: none"> • Contractor submitted a revised baseline schedule that reflected AIS delays. • HART instructed KIWC to remove their Project Manager from the WOFH Guideway project. He was also serving as the Project Manager for the WOFH contract. KIWC identified a replacement Project Manager that HART approved. • Construction resumed on September 16, 2013. • HART and KIWC/KKJV have completed workshops to address settlement of NTP Delays and AIS Delays. HART reported that most issues have been resolved, and bi-lateral change orders would be executed. HART provided the PMOC with a summary of all issues that have been resolved, including cost and time impacts. The PMOC will review the proposed change order(s) and provide the FTA with an assessment. 	

Contract No.	DB-200	
Contract Description:	Maintenance and Storage Facility DB Contract	
Status:	<p>KKJV was awarded a contract on June 30, 2011. Following NTPs have been issued:</p> <ul style="list-style-type: none"> • NTP 1 – Issued July 25, 2011, authorizing \$16.8 million to perform PE, associated site investigations and coordinating with other contractors. • NTP 2 - Issued January 10, 2012 for approximately \$66 million and authorizes FD work activities and procurement of long lead items (rail). The grantee anticipates issuing multiple Notices to Proceed (NTP) for limited construction activities 	

	associated with LONP 2 and full construction activities once it receives the appropriate authorizations from the Federal Transit Administration (FTA). <ul style="list-style-type: none"> NTP 3 – Issued February 7, 2012 authorizing construction activities under the LONP 2 authority. 	
Cost:	Original Contract Value	\$195,258,000
	Approved Change Orders	\$19,597,737
	Current Contract Value	\$225,268,244
	Expended to Date	\$61,227,489
	% Expended	27.7%
	DBE Participation	0.12%
Schedule:	<ul style="list-style-type: none"> Contract duration is approximately 36 months from NTP. Completion is anticipated in December 2015. 	
Issues or Concerns:	<ul style="list-style-type: none"> The grantee must execute a license agreement with DHHL. A Request for Right of Entry (ROE) for construction was approved by the DHHL Board. The ROE allows access to Navy Drum Site for construction until the property acquisition occurs or the License Agreement is finalized. Contractor submitted a revised baseline schedule that reflected AIS delays. Construction resumed on September 16, 2013. HART and KIWC/KKJV have completed workshops to address settlement of NTP Delays and AIS Delays. HART reported that most issues have been resolved, and bi-lateral change orders would be executed. HART provided the PMOC with a summary of all issues that have been resolved, including cost and time impacts. The PMOC will review the proposed change order(s) and provide the FTA with an assessment. 	

Contract No.	DBOM-920	
Contract Description:	Core Systems Contract (CSC)	
Status:	AHJV was awarded a contract on November 28, 2011. The following NTPs have been issued: <ul style="list-style-type: none"> NTP 1 – Issued on January 13, 2012, authorizing \$20,285,221 million to support the design efforts of fixed facilities by providing interface management and coordination. In addition, NTP 1 includes work required to advance all Core Systems to final design. 	
Cost:	Original Contract Value	\$573,782,793
	Approved Change Orders	\$0
	Current Contract Value	\$602,950,143
	Expended to Date	\$55,442,234
	% Expended	9.7%
	DBE Participation	0.24%
Schedule:	<ul style="list-style-type: none"> Contract duration is approximately 88 months from NTP. Completion is anticipated in April 2019. 	
Issues or Concerns:	<ul style="list-style-type: none"> AHJV is restructuring baseline schedule to include vehicle related activities, including change to 4-car trains. AHJV has signed a few contracts with major vehicle subcontractors 	

Contract No.	FD-430	
Contract Description:	Airport Section Guideway and Utilities Final Design	
Status:	AECOM was awarded a contract on December 15, 2011. The following NTPs have been issued: <ul style="list-style-type: none"> NTP 1A – Issued on January 5, 2012 for a design workshop and to develop a schedule of milestones and activities. NTP 1B – Issued on February 22, 2012 to advance design. 	
Cost:	Original Contract Value	\$38,840,960
	Approved Change Orders	\$275,000
	Current Contract Value	\$39,829,032
	Expended to Date	\$28,849,032
	% Expended	76.9%
	DBE Participation	0.39%
Schedule:	<ul style="list-style-type: none"> Contract duration is approximately 61 months from NTP 1A. Completion is anticipated in January 2017. 	
Issues or Concerns:	<ul style="list-style-type: none"> HART is proposing additional value engineering design changes to reduce airport guideway costs to previous FD estimate. HART will also incorporate these value engineering design changes to the City Center Guideway design contract. Revised engineer's estimate exceeds the FFGA budget. 	

Contract No.	FD-530	
Contract Description:	City Center Section Guideway and Utilities Final Design	
Status:	AECOM was awarded a contract on July 30, 2012. The following NTPs have been issued: <ul style="list-style-type: none"> NTP 1A – Issued on July 31, 2012 for a design workshop and to develop a schedule of milestones and activities. NTP 1B – Issued on October 25, 2012 for preliminary engineering revisions. 	
Cost:	Original Contract Value	\$43,948,220
	Approved Change Orders	\$0
	Current Contract Value	\$44,481,020
	Expended to Date	\$17,428,242
	% Expended	41.2%
	DBE Participation	0.34%
Schedule:	<ul style="list-style-type: none"> Contract duration is approximately 61 months from NTP 1A. Completion is anticipated in January 2017. 	
Issues or Concerns:	<ul style="list-style-type: none"> Airport and City Center Guideway Construction Packages will be combined. Revised engineer's estimate exceeds the FFGA budget. 	

Contract No.	FD-240	
Contract Description:	Farrington Highway Station Group Final Design 1 & 2	
Status:	HDR/HPE, Inc. was awarded a contract on April 15, 2010. The following NTPs have been issued: <ul style="list-style-type: none"> • NTP 1 – Issued on January 14, 2011 to begin PE. • NTP 2 – Issued on February 13, 2012 to begin Interim Design. • NTP 3 – Issued on January 28, 2012 to begin Final Design. 	
Cost:	Original Contract Value	\$5,500,000
	Approved Change Orders	\$2,508,045
	Current Contract Value	\$12,208,045
	Expended to Date	\$9,031,855
	% Expended	81.7%
	DBE Participation	4.63%
Schedule:	<ul style="list-style-type: none"> • Contract duration is approximately 55 months from NTP 1. • Contract closeout in November 2013. 	
Issues or Concerns:	<ul style="list-style-type: none"> • HART issued a letter to HDR and InfraConsult LLC (HART's Program Management Consultant) on November 8, 2013 for contract closeout and there is no longer a conflict of interest. HART selected URS, Inc. to combine station design packages and complete construction administration. • Revised engineer's estimate exceeds the FFGA budget. HART and its consultants are reviewing these estimates, developing mitigation strategies, and will be revising the estimates accordingly. 	

Contract No.	FD-140	
Contract Description:	West Oahu Station Group Construction Final Design	
Status:	URS, Inc. was awarded a contract on June 14, 2012. The following NTPs have been issued: <ul style="list-style-type: none"> • NTP 1A – Issued on June 15m, 2012 to prepare statement of work and mobilize. • NTP 1B – Issued on September 6, 2012 to begin advanced PE. • NTP 1C – Issued on January 4, 2013 to begin Interim Design. 	
Cost:	Original Contract Value	\$7,789,000
	Approved Change Orders	\$0
	Current Contract Value	\$7,789,000
	Expended to Date	\$5,686,144
	% Expended	93.6%
	DBE Participation	0%
Schedule:	<ul style="list-style-type: none"> • Contract duration is approximately 55 months from NTP 1A. • Completion is anticipated in October 2015. 	
Issues or Concerns:	<ul style="list-style-type: none"> • Revised engineer's estimate exceeds the FFGA budget. HART and its consultants are reviewing these estimates, developing mitigation strategies, and will be revising the estimates accordingly. 	

Contract No.	FD-340	
Contract Description:	Kamehameha Highway Station Group Construction Final Design	
Status:	Anil Verma, Inc. was awarded a contract on November 26, 2012. The following NTPs have been issued: <ul style="list-style-type: none"> NTP 1A – Issued on November 26, 2012 to prepare statement of work and mobilization. 	
Cost:	Original Contract Value	\$8,500,000
	Approved Change Orders	\$0
	Current Contract Value	\$8,702,592
	Expended to Date	\$7,286,739
	% Expended	85.7%
	DBE Participation	33.97%
Schedule:	<ul style="list-style-type: none"> Contract duration is approximately 33 months from NTP 1A. Completion is anticipated in August 2015. 	
Issues or Concerns:	<ul style="list-style-type: none"> Revised engineer's estimate exceeds the FFGA budget. HART and its consultants are reviewing these estimates, developing mitigation strategies, and will be revising the estimates accordingly. 	

Contract No.	FD-440	
Contract Description:	Airport Station Group Construction Final Design	
Status:	AECOM was awarded a contract on November 7, 2012. The following NTPs have been issued: <ul style="list-style-type: none"> NTP 1A – Issued on November 14, 2012 to prepare statement of work and advanced activities. NTP 1B – Issued on January 4, 2013 to begin advanced PE. 	
Cost:	Original Contract Value	\$10,177,365
	Approved Change Orders	\$0
	Current Contract Value	\$10,177,365
	Expended to Date	\$6,791,408
	% Expended	68.3%
	DBE Participation	2.30%
Schedule:	<ul style="list-style-type: none"> Contract duration is approximately 57 months from NTP 1A. Completion is anticipated in July 2017. 	
Issues or Concerns:	<ul style="list-style-type: none"> None at this time 	

Contract No.	FD-550	
Contract Description:	Dillingham and Kaka'ako Station Group Construction Final Design	
Status:	Perkins & Will was awarded a contract on August 31, 2013.	
Cost:	Original Contract Value	\$18,321,918
	Approved Change Orders	\$0
	Current Contract Value	\$18,321,918

	Expended to Date	\$2,491,011
	% Expended	11.7%
	DBE Participation	0%
Schedule:	<ul style="list-style-type: none"> Completion is anticipated in July 2018. 	
Issues or Concerns:	<ul style="list-style-type: none"> None at this time 	

Contract No.	MI-930	
Contract Description:	Elevators and Escalators Install & Maintain	
Status:	Schindler Elevator Corporation was awarded a contract on August 2, 2013.	
Cost:	Original Contract Value	\$50,982,714
	Approved Change Orders	\$0
	Current Contract Value	\$50,982,714
	Expended to Date	\$0.00
	% Expended	0%
	DBE Participation	0%
Schedule:	<ul style="list-style-type: none"> Completion is anticipated in May 2018. 	
Issues or Concerns:	<ul style="list-style-type: none"> None at this time 	

Appendix C: Procurement Schedule

Contract No.	Segment	Type Svc	Status	Description	Advertise	NTP	Bid Ready	Complete
DFIM	Project-wide (PW)	Design/Const		Elevators and Escalators	8/17/2012	8/2/2013	N/A	3/15/2018
FD-550	City Cen	Design	Active	Dillingham Station Group/Kaka'ako Station Group	11/16/2012	8/19/2013	5/1/2015	7/30/2018
MM-951	PW	Services	Active	Owner Controlled Insurance (OCIP) Brokerage Services	6/4/2013	7/26/2013	N/A	7/31/2014
ART Prg	PW	Art	Active	Art-in-Transit (Call for Artists)	5/14/2013	TBD		3/1/2019
MM-945	PW	Services	Future	On-Call Construction Contractor	9/30/2013	12/2/2013	N/A	3/3/2019
	WOFH	Design		Farrington Highway Station Group Design Support	6/10/2013	9/30/2013	N/A	11/14/2016
FD-245	KHG	Design	Future	Pearl Highlands Parking Structure/Bus Transit Center	3/1/2014	12/28/14	12/30/2013	4/29/2018
	PW	Prof Svcs	Active	General Engineering Consultant Re-compete	7/26/2013	12/5/2013	N/A	3/1/2019
	PW West	Prof Svcs	Active	Construction Engineering & Inspection West	7/26/2013	1/9/2014	N/A	3/1/2019
	PW East	Prof Svcs	Active	Construction Engineering & Inspection East	7/26/2013	1/9/2014	N/A	3/1/2019
	PW	Prof Svcs	Future	Core Systems Support – Re-compete	9/13/2013	2/7/2014	N/A	3/1/2019
DBB-505	Airport	Construction	Future	Airport Section Utilities	12/16/2013	3/28/2013	N/A	12/22/2015
DBB-185	WOFH/KHG	Construction	Future	West Oahu / Farrington Highway and Kamehameha Station Groups Construction	2/18/2014	6/1/2014	N/A	11/14/2016
DBB-520	Airport	Construction	Future	Airport and City Center Guide Guideway Construction/City Center Utilities	7/1/2014	12/15/2014	N/A	4/29/2018
FD-600	WOFH	Design	Future	UH West Oahu Park-and-Ride and Ho'opili Station Finishes	9/10/2014	3/12/2015	2/15/2016	9/29/2018
DBB-470	Airport	Construction	Future	Airport Station Group	11/1/2014	3/1/2015	N/A	7/15/2017
DBB-580	City Cen	Construction	Future	Dillingham / Kaka'ako Station Group	8/15/2015	12/15/2015	N/A	8/14/2018
DBB-275	KHG	Construction	Future	Pearl Highlands Parking Structure/Bus Transit Center	3/1/2014	12/28/2014	12/30/2014	4/29/2018
DBB-600	WOFH	Construction	Future	UH West Oahu Park-and-Ride and Ho'opili Station Finishes	3/15/2016	9/15/2016	N/A	8/15/2018
PA-102	PW	Pro Svcs	Active	Historic Architectural Design Consultant	3/15/2013	8/1/2013	N/A	5/1/2016
	PW	Pro Svcs	Future	Professional Recruiting Services	10/18/2013	12/30/2013	N/A	9/30/2014

Contract No.	Segment	Type Svc	Status	Description	Advertise	NTP	Bid Ready	Complete
	PW	Pro Svcs	Active	Archeological & Cultural Monitoring	9/10/2013	12/30/2013	N/A	5/30/18
MM-960	PW	Pro Svcs	Future	Safety and Security Support	9/30/2013	2/15/2014	N/A	12/14/2017
MM-937	PW	Pro Svcs	Future	Real Estate Mapping and Surveying	10/4/2013	1/15/2014	N/A	12/30/2017
MM-966	PW	Pro Svcs	Future	Financial Support Services	9/30/2013	11/1/2013	N/A	12/30/2015

Note: PW indicates "Project Wide".

Appendix D: Open Final Design Approval Letter Requirements

No.	Item	Completion Date	Comments
Safety and Security			
1	The Hawaii Department of Transportation (HDOT) should accelerate the hiring process and select a qualified State Oversight Agency (SSOA) project manager.	Jan-14	Closed – HDOT appointed Brendon Eshenour as the SOA Project Manager
Civil Rights			
2	Title VI program must be submitted to FTA at least 30 calendar days prior to June 10, 2013 which is the expiration of the current Title VI approval.	May-13	Open
3	The City will need to perform a Title VI service and fare equity analysis six months prior to revenue operations of the Project.	Jun-14	Open

Appendix E: Project Overview and Map (Transmitted as a separate file)

Appendix F: Safety and Security Checklist (Transmitted as a separate file)